or its agents, shall be utilized by the Client solely for the purposes of the contemplated project. Any documents prepared by the Company which are not paid for by the Client, shall be returned upon demand and shall not be used by the Client for any purpose whatsoever. The Company will retain all pertinent records relating to performed services for a period of two (2) years following submission of the report or any other period mandated by law, during which period the records will be made available to the Client at the Company's Office at all reasonable times. Copies will be prepared by the Company for the Client for reasonable cost of reproduction.

9. **Public Liability:**

Company represents and warrants that its staff are protected by Worker's Compensation insurance with statutory limits; and that Company has such coverage under Public Liability and Property Damage insurance policies which Company deems adequate. Certificates for all such policies of insurance shall be provided to Client upon written request. Only within and only to the extent of the limits and conditions of such insurance, Company agrees to indemnify and save Client harmless from any claims, demands, suits, or liabilities arising from any negligent acts by Company, its agents, staff, contractors or consultants employed or engaged by it. In no event shall Company be liable or responsible for any loss, damage, or liability, including but not limited to fire and explosion, beyond the amounts, limits, and conditions of such insurance, or if such loss, damage, or liability is excluded from such coverage of such insurance.

10. **Reliance:**

The Client recognizes that the services and the contents of any project reports and associated documents provided to the Client by the Company are solely for the benefit of the Client and its heirs, successors and permitted assigns whose reliance thereon is not independent of Client's. The contents of any project reports and associated documents, including but not limited to any opinions and recommendations embodied therein, are not to be quoted or otherwise referenced to nor furnished to any other person, and no other personal shall be entitled to rely thereon, without the Company's prior written consent. The Company and the Client agree that such consent will be given by the Company only upon its receipt of (i) additional consideration in an amount sufficient in its sole discretion to compensate the Company for its additional exposure, and (ii) the written agreement of the third party seeking to rely upon the contents of any project reports and associated documents accepting the entire contents of this Agreement, including the specified Work Scope, the Terms and Conditions, and any additional limitations included within the body of the applicable reports and/or documents upon which reliance is sought. Notwithstanding the foregoing, the Company may withhold its consent for any reason or no reason in its sole discretion.

11. General:

Unless solved by mutual efforts of the parties hereto, all differences, disputes or claims arising in connection with these Terms and Conditions or the services provided by the Company hereunder shall be finally settled under the Commercial Rules of the American Arbitration Association in Boston, Massachusetts, by one or more arbitrators appointed in accordance with such Rules except that no punitive damages may be awarded. It is understood that the decision in such arbitration shall be binding on both parties and that a judgment upon any award rendered may be entered in any court having jurisdiction.

The Work Scope, Fee Schedule and these Terms and Conditions constitute the entire agreement of the parties and there is no other agreement relating to the services to be rendered by the Company that is not expressed herein. This Agreement shall be governed by, and construed and enforced in accordance with, the substantive laws of The Commonwealth of Massachusetts without regard to its principles of conflicts of laws.

Each party is and shall perform this Agreement as an independent contractor and, as such, shall have and maintain complete control over all of its employees, agents (including without limitation, any subcontractors) and operations. Neither party nor anyone employed by it shall be, represent, act, purport to act or be deemed to be the agent, representative, employee or servant of the other party.

These Terms and Conditions shall take precedence over any inconsistent or contradictory provisions contained in any proposal, contract, purchase order, requisition, notice to proceed or like document.

If any of these Terms and Conditions shall be finally determined to be invalid or unenforceable in whole or part, the remaining provisions hereof shall remain in full force and effect, and be binding upon the parties hereto. The parties agree to reform these conditions and to replace any such invalid or unenforceable provision with a valid and enforceable provision as close in meaning as possible to the intention of the stricken provision.

Oak, LLC is an equal opportunity employer.

PO Box 1237 15 Shaker Rd. Gray, ME 04039

Traffic and Civil Engineering Services

207-657-6910 FAX: 207-657-6912 E-Mail:mailbox@gorrillpalmer.com

July 5, 2007

Mr. Brooks More, AICP Director of Planning Town of Windham 8 School Street Windham, ME 04062

Subject:

Village at Little Falls

Stormwater Management, Traffic and General Engineering Peer Review

Dear Brooks,

As requested by your office, Gorrill-Palmer Consulting Engineers Inc. has conducted a peer review of the stormwater management, traffic and general civil engineering design aspects of the above referenced project. Our review has focused on:

- Whether the project appears to conform to standard engineering practice, and any revisions which may be desirable.
- ❖ Whether the project appears to conform to the requirements of the Town of Windham Zoning, Subdivision and Surface Water Protection Ordinances, and any revisions which may be desirable.

Information provided to Gorrill-Palmer Consulting Engineers Inc., as prepared by Northeast Civil Solutions, Inc. (NCS) includes:

- Preliminary Subdivision Application & Final Site Plan Application, Village at Little Falls, June 2007
- Village at Little Falls Plan Set, stamped "Preliminary Review 6-1-07"
- Subdivision/Site Plan Pre-Application, dated March 2007

Gorrill-Palmer's review of the application materials was limited to stormwater management, general engineering and traffic elements. Gorrill-Palmer's review specifically excluded the Voluntary Response Action Plan (VRAP), geotechnical report, condominium documents (except as related to site and stormwater management system maintenance), and Conditional Letter of Map Revision based on Fill (CLOMR-F). Gorrill-Palmer did not conduct a detailed review of water and sewer plans and details because we understand that Portland Water District (PWD) will review and approve the water and sewer plans.

Conformance to Standard Engineering Practice

The analysis conducted by NCS utilized the methodology outlined in "Urban Hydrology for Small Watersheds, Technical Release 55 (TR55), USDA, Soil Conservation Service for calculation of watershed area, curve number, and time of concentration. NCS utilized the HydroCAD Stormwater Modeling Program, which is based upon the routing methodology contained within Technical Release No. 20, USDA, Soil Conservation Service. The use of these programs is in keeping with the standard engineering practices within the State of Maine.

Mr. Brooks More July 5, 2007 Page 2 of 8

Stormwater Management Plan Review

Gorrill-Palmer reviewed the stormwater management report and plans and spot-checked the calculations. We present the following comments for your consideration and response as appropriate:

General Comments:

- 1. Since the development includes more than 3.0 acres of impervious area, it requires a Site Location of Development Act (SLDA) permit from the Maine DEP. The project is subject to the MDEP Stormwater Management Law (effective November 2005) and is required to meet Basic Standards and General Standards as defined in the Law. We understand that MDEP has agreed with the applicant that the MDEP Flooding Standard is not applicable to this project, due to direct discharge of stormwater to the Presumpscot River and the presumption of no significant impact on peak flows downstream of the site. Stormwater detention facilities to control peak rates of runoff from the development are therefore not required. Gorrill-Palmer has not reviewed the project for conformance to the MDEP Stormwater Management Law, nor for conformance with SLDA requirements.
- 2. The development proposes to use an underground detention and soil filter (StormTech) system and bioretention cells to provide water quality treatment required by MDEP Stormwater Law standards.

Stormwater Management Report:

- 3. Appendix B The stormwater report shows an offsite drainage area of +/- 6.3 acres that presently drains into an existing culvert under the railroad tracks and flows across the property to the Presumpscot River. This drainage area includes High Street, several houses and open areas. This area appears to measure approximately 7.5 acres from the map provided in the report. The size of this drainage area should be confirmed using 1"=2000' scale USGS topographic maps.
- 4. Appendix I The maintenance contract with Clean Harbors should specify that all components of the proposed stormwater management system will be maintained in accordance with the maintenance plan approved by the Maine DEP. The contract should also specify that the StormTech detention/filter system will be maintained in accordance with the Manufacturer's recommended maintenance plan.
- 5. Appendix L The condominium association documents, Article 8, Section 8.2, should specify that Portland Water District will maintain the sewage pump station and sewer system, if that is the intent of the applicant.
- 6. Appendix L Provisions i thru vi relating to stormwater management system maintenance should be revised to include maintenance of bioretention cells and maintenance of the StormTech detention/filter system in accordance with the manufacturer's recommended maintenance plan.

Exhibit 14, Conformance with Town Site Plan Requirements

7. Section F on page 2 states that "stormwater will be detained onsite in order to reduce stormwater discharge to rates less than predevelopment flows." A similar statement also appears on page 1 of Exhibit 18, Community Facilities Impact. These statements should be revised to indicate that increased site runoff is not anticipated to increase peak flow rates in the Presumpscot River.

Underground Detention/Filter System:

8. Gorrill-Palmer did not conduct a detailed review of the detention/filter system design. We assume that NCS will coordinate design details with the StormTech manufacturer's representative and that MDEP will review the design for conformance with MDEP Stormwater Law Standards.

Mr. Brooks More July 5, 2007 Page 3 of 8

- 9. The plans show the offsite area noted in the comment #3 draining into the proposed storm drainage system for the development, and flowing into the proposed detention/filter system. The stormwater calculations indicate that sizing of the detention/filter system is based on the proposed impervious and landscaped areas within the development, not including the offsite area. The applicant should request MDEP to confirm that the detention/filter system is appropriately sized to handle both onsite and offsite runoff as proposed.
- 10. Depending on MDEP confirmation of the detention/filter system sizing as noted in the previous comment, NCS may need to consider either bypassing the offsite flows around the system, or other modifications to the proposed design.
- 11. If the offsite drainage area is directed to the detention/filter system as designed, the plans should include sediment pretreatment measures for this offsite flow.
- 12. The plans appear to use catch basins with 3-foot deep sumps and hoods for sediment pretreatment of stormwater flows to the detention/filter system. NCS should provide sediment volume calculations based on MDEP requirements and confirm that adequate sediment storage volume is provided.

Plan Set Review

General Comments:

- 13. Notes referring to the Depot Street reconstruction plans should be added to each of the Grading and Drainage Plan, Site Plan, and Utility Plan sheets bordering Depot Street. Limits of construction, pavement sawcut locations, grading, utilities, drainage systems and other construction should be coordinated with the Depot Street Improvement plans. If the Depot Street Improvement Project may be constructed under a separate contract, the plans should contain specific information and notes to coordinate Depot Street construction with onsite construction.
- 14. Plans should include trench cap details conforming to Town and MDOT requirements for all proposed utility construction within Route 202 and Depot Street.

Sheet 2 of 38, Existing Conditions Plan:

- 15. The plan should be stamped by a surveyor licensed in Maine.
- 16. Abutting properties across Depot Street and the railroad ROW should be shown on this plan and the preliminary subdivision plan.

Sheet 3 of 38, Preliminary Subdivision Plan:

- 17. All State and Federal permits applicable to the project should be noted on the subdivision plan.
- 18. A note referring to the Conditional Letter of Map Amendment based on Fill (CLOMR-F), as approved by FEMA, should be included on the plan.
- 19. The source of the boundary survey should be clearly noted on the plan.
- 20. Note 20 should be revised when the Phase II archaeological survey has been completed.
- 21. The plan shows a "proposed 20' grading easement" within the existing railroad tracks on the east side of the project. The applicant should provide documentation that this easement has been approved by MDOT, and the Railroad if applicable.
- 22. Gorrill-Palmer assumes that a condominium plat plan suitable for recording at the Cumberland County Registry of Deeds will be submitted with the final subdivision application.

Mr. Brooks More July 5, 2007 Page 4 of 8

Sheet 4 of 38, Demolition Plan

- 23. This plan should include notes referring to fill requirements and other applicable provisions of the project geotechnical report.
- 24. A plan, details and specifications for the preload area should be provided.
- 25. A demolition-phase erosion control plan should be included in the plan set, showing required erosion control measures as stated in Note 3 on this plan.
- 26. Site access locations for demolition operations should be shown on the plan.
- 27. Note 4 states that "site cleanup and demolition must be limited to the parcel owned by HRC..." The plan should include appropriate easements relating to any work outside the site boundaries, specifically any work in the Railroad ROW (as shown on the Grading Plans, Sheets 7 and 8 of 38), and removal of the existing building that straddles the property line at the northeast corner of the site.
- 28. The existing railroad tracks abutting the site should be shown on the plan.

Sheet 6 of 38, Grading & Drainage Plan - Sheet 2

- 29. Grading at the proposed curb line along the south side of Depot Street does not show the 6" curb reveal.
- 30. Guardrail should be provided at the paved apron on the west side of the pump station generator building adjacent to the riverbank slope.
- 31. Note 7 refers to the Geotechnical Report by Oak Engineers dated February 27, 2007. The plan set and contract documents should clearly specify the contractor's responsibility to complete construction in accordance with the Geotechnical Report, as determined appropriate by NCS.
- 32. The riverbank restoration slope appears to be in the range of 1.7H:1V to 2H:1V. These slopes are proposed to be stabilized with erosion control blanket and plantings. The geotechnical report, page 14 (Fill and Backfill section) states that permanent slopes steeper than 2H:1V should be stabilized with riprap, and that river banks should not exceed 2H:1V. The applicant should submit slope stability calculations for the proposed riverbank slopes.
- 33. Proposed storm drains are located within 4 to 8 feet of units 17, 18 and 19, with the proposed storm drain approximately 9 feet below proposed finish floor. There appear to be similar proposed conditions at other locations within the development. NCS should confirm that proposed pipe materials are suitable for installation at locations close to foundations where the proposed pipe may be located within the soil support zone below the proposed building foundations. Future storm drain maintenance implications should also be considered.

Sheet 7 of 38, Grading & Drainage Plan – Sheet 3

34. The plan should include a note referring to the Depot Street Improvement Project, as on Sheet 6.

Sheet 8 of 38, Grading & Drainage Plan - Sheet 4

- 35. The plan shows a stabilized area (loam & seed over gravel) to access the DETENTION/FILTER system for maintenance. The Landscape Plan (L1) shows two proposed trees that appear to be within the access area. The access area should be kept clear of landscaping and other obstructions.
- 36. The proposed 30-inch storm drain to the StormTech detention/filter system (pipe P-2) appears to be +/- 5 feet off the building foundation and below the level of the footing, based on the floor elevations noted. NSC should confirm suitability of proposed pipe materials for proposed installation near building foundations and below the footing bearing zone (similar to comment #33).
- 37. The bioretention cell behind unit #66 appears to be located within several feet of the proposed storm drain to the detention/filter system, with a bottom of underdrain elevation near the top of the proposed storm drain.

Mr. Brooks More July 5, 2007 Page 5 of 8

The design should be reviewed to provide adequate separation between the bioretention cell and the storm drain.

38. This office recommends placement of cleanout risers at the ends of all underdrain pipe runs for the bioretention cells.

Sheet 11 of 38, Site Plan – Sheet 2

39. The barrier-free ramp at the northwest corner of the Sweetflag Drive/Lupine Lane intersection should be revised to align with the proposed crosswalk.

Utility Plans, General Comments

- 40. We assume that NCS will coordinate electrical service and other wire utility locations with CMP and other utility companies and will show the approved locations on the final plans.
- 41. Underground utility services to the proposed buildings should be shown on the final construction drawings.
- 42. The plans show several locations with proposed water lines and water valves located less than 5 feet away from proposed storm drain pipes and catch basin structures. We assume that NCS will coordinate with PWD to conform to their minimum pipe separation standards and all other PWD requirements.
- 43. Gorrill-Palmer assumes that NCS will coordinate with the Windham Fire Department for approval of hydrant locations and sufficiency of proposed fire flows within the development.
- 44. Utility Plan sheets 3 and 4 should include notes necessary to coordinate sitework and utility construction with proposed reconstruction of the existing 36-inch storm drain pipe across the site from Depot Street to the river. We understand that the storm drain reconstruction plans are being prepared under separate contract to the Town and that NCS is coordinating sitework design with the storm drain design by others.

Sheet 16 of 38, Utility Plan - Sheet 2

45. There appears to be an existing utility pole located within the proposed barrier-free ramp at the southeast corner of Depot Street & Trillium Drive. NCS should confirm that minimum required accessible route clearances are provided in accordance with ADA (Americans with Disability Act) Standards.

Road, Sewer and Water Profiles - General Comments

46. The profiles appear to show 5.5 feet of cover on water lines and less that 1 foot of vertical separation from sewer lines at several locations. We assume that NCS will coordinate with PWD to meet their minimum pipe separation requirements.

Sheet 23 of 38, Erosion and Sedimentation Control Plan – Sheet 1

- 47. As noted in comment #25, a demolition phase erosion control plan should be included in the construction plan set. That plan, or a supplemental plan for the initial site grading and fill phase, should delineate the preload area and any necessary erosion control measures and should include necessary Best Management Practices (BMPs) to control sedimentation after demolition before the site is stabilized (such as stone check dams, sediment traps, sedimentation basins, etc.).
- 48. This plan shows silt fence across proposed storm drain outlets. Silt fence is not appropriate for sediment control at concentrated flow points; other BMPs should be specified for such locations.
- 49. The erosion control plans should refer to the riverbank stabilization details on Sheet 26 of the plan set.
- 50. Slope stabilization requirements should be shown or noted on the erosion control plans.
- 51. The location of the construction fence should be coordinated with the grading plan in the area of the grading easement at the railroad ROW.

Mr. Brooks More July 5, 2007 Page 6 of 8

Sheet 24 of 38, Erosion and Sedimentation Control Notes

52. In general, the notes should be revised as necessary to incorporate provisions of the Erosion and Sedimentation Control narrative (Section 11) that apply to the construction phase. Some of the requirements stated in Section 11 do not appear to be included or appear to contradict the plan notes. These include stormwater diversion, dust control, slope stability and problem areas (Section 2.0); temporary non-structural measures (Section 3.0); permanent seed mixture (Section 4.0); and maintenance (Section 5.0).

Sheet 25 of 38, Erosion and Sedimentation Control Details

53. Additional erosion control details may be necessary to address the demolition and initial site grading phases of the project, such as stone check dam, sediment trap and sedimentation basin.

Sheet 26 of 38, Erosion and Sedimentation Control Details

- 54. The riverbank restoration plan view and profile should include notes that require construction in accordance with the project geotechnical recommendations.
- 55. Design calculations for the proposed riprap installation at the base of the slope should be provided. Calculations should address applicable requirements from the geotechnical report as well as riverbank protection requirements for a specific design flood.

Sheet 27 of 38, Underground Detention Details – Sheet 1

- 56. NCS should confirm the following design details for the detention/filter system with the StormTech manufacturer's representative:
 - The filter cross section shows the StormTech chambers wrapped in woven geotextile. Is this required for all rows of the proposed system?
 - ♦ The detention/filter system layout does not appear to direct stormwater flows to a single isolator row as typically recommended by the manufacturer.
 - ♦ We recommend that NCS confirm the size and specifications for the crushed stone material surrounding the chambers.
 - We recommend that NCS consider placement of geotextile material to separate the crushed stone chamber bedding and soil filter layers.
 - It appears that additional cleanout/inspection ports are needed.
 - The impermeable liner should be shown on the filter cross section.

Sheet 29 of 38, Drainage & Construction Details

- 57. The typical pipe section should note the type of pipe.
- 58. The precast concrete catch basin detail notes an RCP outlet pipe with a catch basin hood. Is RCP pipe proposed only for catch basin connections? If so, a detail for adapting to other types of storm drain pipe should be included.
- 59. Are catch basin hoods proposed for all catch basins?
- 60. A bioretention cell cleanout detail should be provided.

Sheet 33 of 38, Construction Details

- 61. A detectable warning strip conforming to ADA requirements should be added to the handicap ramp detail.
- 62. A typical section for Depot Street reconstruction should be provided.

Mr. Brooks More July 5, 2007 Page 7 of 8

Sheet 34 of 38 (S1), Proposed Retaining Wall Plan, Section, Elevations

- 63. Slope grading shown on the partial site plan does not appear to agree with the grading plan (Sheet 6 of 38). The partial site plan shows a top of slope elevation 112 and 2H:1V slopes, compared to the grading plan which shows top of slope elevation 114 and approximately 1.7H:1V slopes, respectively. The plans should be revised accordingly.
- 64. The extent of riprap shown on the elevation view does not appear to match the riprap detail shown on the riverbank protection detail (sheet 26 of 38). These two plans should be coordinated and revised accordingly.

Sheet 38 of 38, Plan & Profile - Depot Street

- 65. The plan view should show all proposed construction, including pavement sawcut locations, new pavement, limits of construction, proposed grades, fill slopes, etc.
- 66. A note referring to the proposed site construction plans and requiring the contractor to coordinate construction with onsite work should be added to the plan.
- 67. The plan should note that any existing ROW monuments or other survey markers disturbed by construction shall be reset by a Maine-licensed Land Surveyor in accordance with Town Standards.
- 68. Any required alteration of existing catch basins, sanitary manholes, fire hydrants or other utility structures should be noted on the plans.
- 69. The plan appears to show proposed sewer replacement extending south on a side street from manhole SMH-5. Limits of construction should be shown on the plan, or plans should be provided for construction extending beyond the limits of this plan sheet, if applicable.

Traffic Review

Gorrill-Palmer reviewed the traffic study prepared by Bill Bray and dated March 2007. We also completed a site visit on June 2, 2007. The study was completed in accordance with current industry standard practice. We present the following comments for the applicant's consideration and response as appropriate:

- 1. We concur with the trip generation, traffic volume adjustments, and crash analysis. We would question the full occupancy date of 2009, but given the 1% annual adjustment to the background volumes, we would not expect that a study horizon several years later would affect the conclusions of the study.
- 2. The capacity analysis showed only one movement below level of service "D" out of the several intersections that were studied. This was the Chute Road westbound thru-left turn movement at River Road. The volumes indicate only 3 right turns out of Chute Road, which would not justify a separate turn lane. The volumes exiting Chute Road would not likely satisfy a signal warrant; therefore, the lower level of service is acceptable.
- 3. The study did not address the potential need for a left turn lane on River Road at Depot Street. Since the proposed project sends the majority of the site-generated traffic through this intersection, we suggest that a left turn warrant evaluation be provided.
- 4. The MaineDOT crash summary report should be provided for our review.
- 5. The traffic study discusses only two driveways in the sight distance analysis. The plans show three driveways and an emergency vehicle access. The Depot Street Plan & Profile (Sheet 38 of 38) indicates that Depot Street will be reconstructed in the vicinity of Trillium Lane to achieve a minimum 250 feet of sight distance. Based on our field review and this plan, sight distances appear to be adequate. However, the applicant should clarify the driveway situation and provide there own assessment of the sight distances.

Mr. Brooks More July 5, 2007 Page 8 of 8

Closing

Our office is available to review any revisions to the plans to address the items noted above. Please contact this office with any questions.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

Lawrence R. Pastian, P.E.

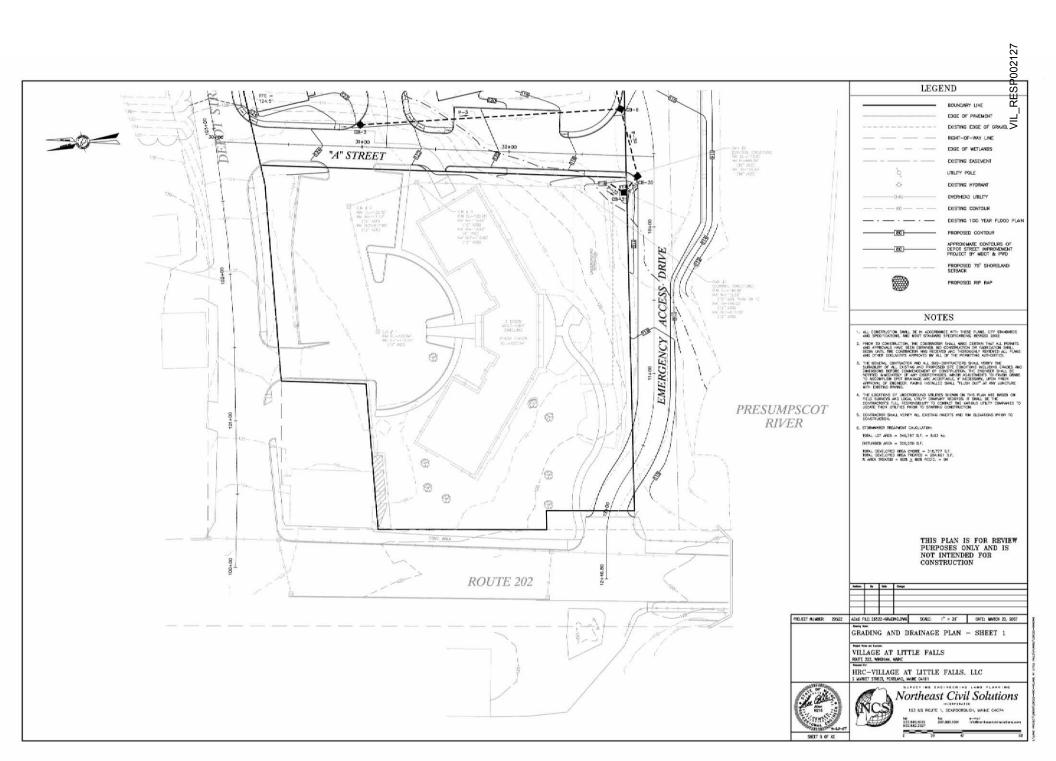
Senior Engineer

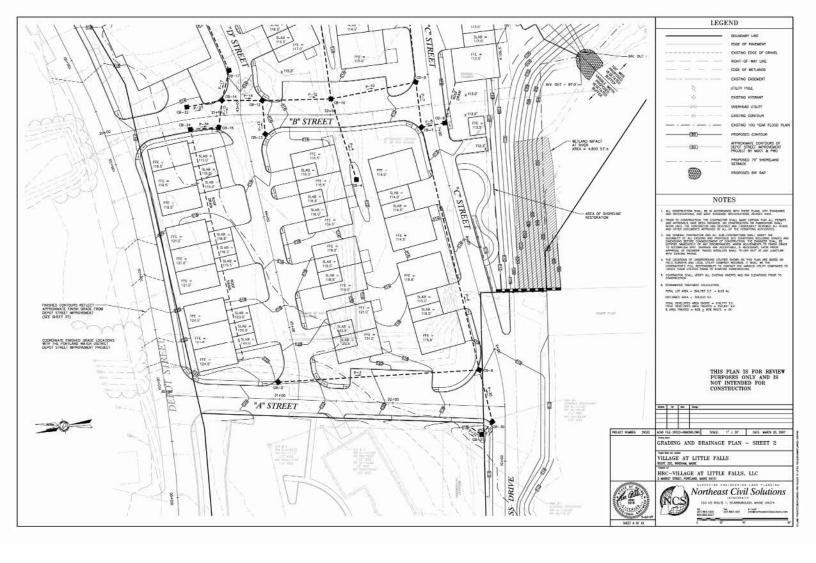
Enc.

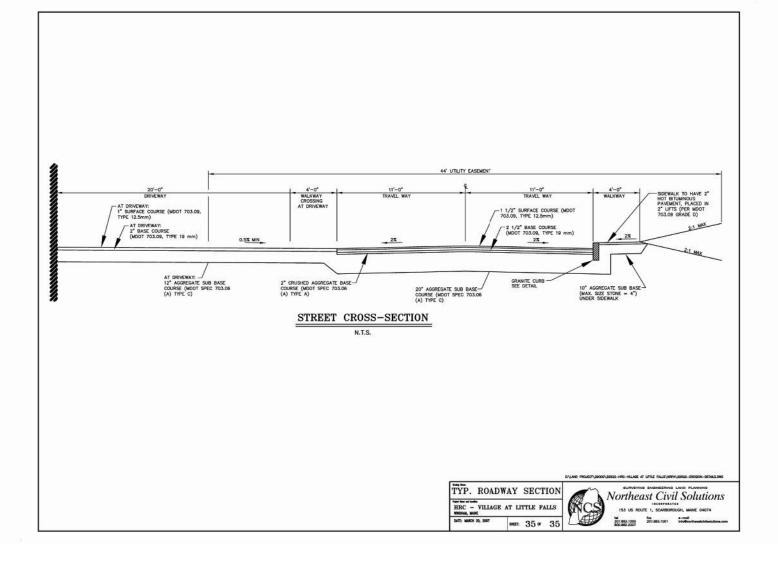
Copy: Lee Allen, Northeast Civil Solutions, Inc.

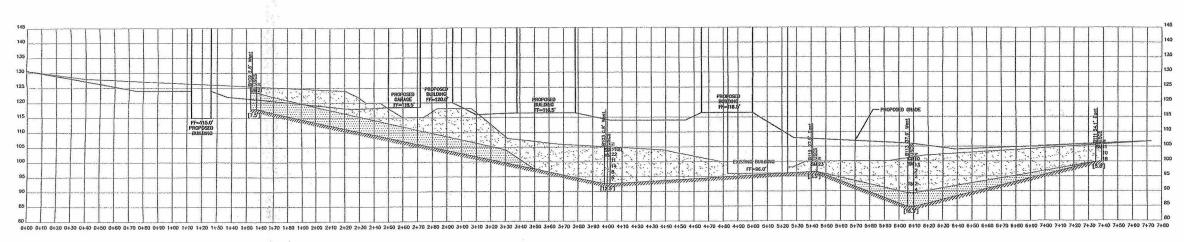
Steve Etzel, HRC

U:\887.22\VLF Comments1_7-3-07.doc

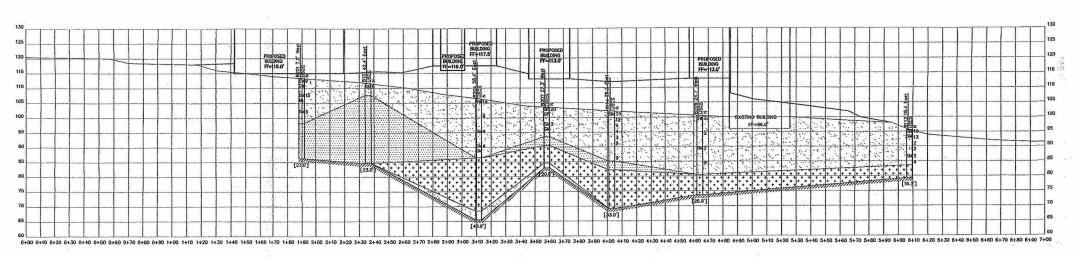








PROFILE 1



PROFILE 1.2 (REVISED MAY 2007)

LEGEND



APPARENT BEDROCK



SILTY SAND OR GRANUAR FILL



STANDARD PENETRATION VALUE

UNIFIED SOIL CLASSIFICATION

VILLAGE AT LITTLE FALLS 13 DEPOT STREET SOUTH WINDHAM, MAINE

NORTHEAST CIVIL SOLUTIONS 153 US ROUTE 1 SCARBOROUGH, ME 04074

A

VERTICAL SCALE



HORIZONTAL SCALE





Brown's Wharf Newburyport, MA 01950 Tel. (978) 465-9877 Fax (978) 465-2986 www.oakengineers.com

APPARENT SUBSURFACE PROFILES

1		T	
	2	REVISED PER DEP	6/07
l	1	SUPPLEMENTAL INVESTIGATION	5/0
2	NP	Revision/Issue	Date
-	D 0	by: Checked by:	-

DEG PDD DEG PDD

MAY 2007

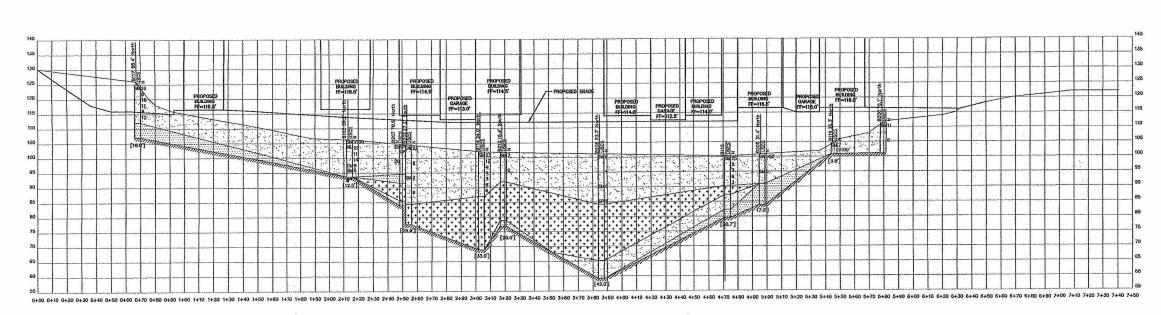
064006



THIS PLAN IS PROVIDED TO ACCOMPANY THE GEOTECHNICAL ENGINEERING REPORTS ENTITELD 'GEOTECHNICAL INVESTIGATION REPORT' AND 'SUPPLEMENTAL INVESTIGATION REPORT' DATED FEBRUARY 27, 2007 AND JUNE 1, 2007, RESPECTIVELY.

135 | FROM SEED | FROM SEED | 136 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 |

PROFILE 2 (REVISED MAY 2007)



PROFILE 3 (REVISED MAY 2007)

A NOTE:

THIS PLAN IS PROVIDED TO ACCOMPANY THE GEOTECHNICAL ENGINEERING REPORTS ENTITELD 'GEOTECHNICAL INVESTIGATION REPORT' AND 'SUPPLEMENTAL INVESTIGATION REPORT' DATED FEBRUARY 27, 2007 AND JUNE 1, 2007, RESPECTIVELY.

LEGEND



APPARENT BEDROCK



SILTY SAND OR GRANULAR FILL



MEDIUM TO STIFF CLAY/SILT



ORGANICS/SOFT MARINE CLAY



UNIFIED SOIL
CLASSIFICATION
(ASTM D-2487)

VALUE



VILLAGE AT LITTLE FALLS 13 DEPOT STREET SOUTH WINDHAM, MAINE

NORTHEAST CIVIL SOLUTIONS 153 US ROUTE 1 SCARBOROUGH, ME 04074

VERTICAL SCALE
0 30 60 120

SCALE in FEET

HORIZONTAL SCALE

15 30

SCALE in FEET



Brown's Wharf Newburyport, MA 01950 Tel. (978) 465–9877 Fax (978) 465–2986 www.oakengineers.com

APPARENT SUBSURFACE PROFILES

2	REVISED PER DEP	6/07
1	SUPPLEMENTAL INVESTIGATION	5/07
No	Revision/Issue	Date

C2 1